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Hong Kong Daily Press.

ESTABLISHED 1857.

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號八十二月三年九十九百八千零英港香

PRICE \$2 per Month.

ENTERTAINMENTS

THEATRE ROYAL.

TONIGHT, TO-NIGHT,
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MOUNT DALLAS AND MUSGRAVE'S DRAMATIC COMPANY.

"THE SIGN OF THE CROSS."

AN ARTISTIC TRIUMPH.
A BRILLIANT SUCCESS.

HOUSE CROWDED TO EXCESS.
HUNDREDS TURNED AWAY.

PRICES—\$3, \$2, and \$1.

PLANET ROBINSONS.

Soldiers and Sailors (in uniform) half price to book seats only.

W. H. BROWN,
Business Manager.
Hongkong, 28th March, 1899. [882]

TO LET.

FROM the 1st May next, "EASTLEY,"
UPPER RICHMOND ROAD.

"LUGINSLAND" (East), PEAK ROAD.

Apply to

HUMPHREYS ESTATE & FINANCE
CO., LIMITED.
Hongkong, 28th March, 1899. [75]

FROM HAMBURG.

CONSIGNEES WANTED.

S.V. ALBERT RICKMERS,

FOR BC 750 BAGS KAINIT.
THE goods have been landed and stored for account of Consignees and can be delivered on production of Bill of Lading and payment of all charges incurred.

CARLOWITZ & CO.

Hongkong, 28th March, 1899. [883]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KORE,
AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Mr. Coopster will be despatched for TO-DAY, the 28th inst., at NOON.

For Freight or Passage apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th March, 1899. [12]

OCEAN STEAMSHIP COMPANY FOR AMOY.

THE Company's Steamship

"BELLEROPHON"

Captain Polers, will be despatched as above on TO-DAY, the 28th inst., at 4 P.M.

For Freight, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, 28th March, 1899. [894]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Arrived from the above ports. Consignees of cargo by her are hereby informed that their goods will be delivered freight free.

Cargo impeding the discharge or remaining on board after TUESDAY, the 28th inst., 4 P.M., will be landed at Consignees' risk and expense into Goliwok at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 28th March, 1899. [890]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"SA-SANG"

having arrived from the above ports. Consignees of cargo by her are hereby informed that their goods will be delivered freight free.

Cargo impeding the discharge or remaining on board after TUESDAY, the 28th inst., 4 P.M., will be landed at Consignees' risk and expense into Goliwok at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 28th March, 1899. [898]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

TELEPHONE NO. 190.

I BEG to draw the attention of my numerous patrons and the public generally to my new price list of GEORGES WINES, 1-12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 899, 900, 901,

INTIMATIONS.
EYE-SIGHT.

NOTICE.

Mr. N. LAZARUS
MAY BE CONSULTED FOR

SPECTACLES

ONLY FOR A FEW DAYS MORE

AT

FLETCHER & CO'S PHARMACY
(Opposite the HONGKONG HOTEL)

Hongkong, 11th March, 1899. [733]

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

	Per Case 1 doz.
A—THORNE'S BLEND, White Capsules	\$10.80
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C—WATSON'S ABERLOUR-GLENLIVER Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S (I. K. D.) BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERA OLD LIVER SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABERLOUR GLENLIVER is a very old Peat Whisky (smoky), and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

Established 1841.

AN INQUIRY.—At Yokohama, on the 13th March, 1899, by the Rev. E. Chappells, Justice, in the presence of J. F. Gwin, Esq., General Counsel of the United States, John R. Bates, Putnam of the U. S. Custom Service, Jim, second son of Mr. Justice Putnam, of the Supreme Court, Appellate Court, N. Y., U.S.A., to Captain Bruce, youngest daughter of Major Chappells, of Chambord, Penn, U.S.A.

DEATH.

On the 27th March, at Bombay, SONAMIE TURNER DADY BURKE, deeply regretted. (By telegram.) [395]

The Daily Press.

HONGKONG, March 28th, 1899

The Manila Times, in an article on Dr. DOEBERCK's attack on the Directors of the Manila Observatory, says:—"The only notable storm which has ever struck Hongkong from the north-west (instead of south-east according to rule) was of course not signalled from Manila, because never came here; it was not announced by DOEBERCK, because he had not received warning from these Manila incompetents whom he despises. He notified at 4 p.m., 10th December, 1891, 'Gradients easy'—N. E. winds, fine weather, and at 10 p.m. there was a hurricane which sank the British gunboat *Tweed* at her moorings, 'wrecked the sailing ship *Aron*, collided with the steamers *Fuska* and *Bisayao*, breaking both of them, and covered the *Praya* several feet deep in wreckage of hundreds of 'junks'." In this statement there are several inaccuracies of detail. In the first place, the storm referred to occurred on the 3rd December, not on the 10th, and it was in another storm altogether, namely, one that occurred on the 19th July, 1891, that the *Tweed* came to grief. The fact remains, however, that on the 3rd December a violent gale broke over the harbour, doing great damage amongst both foreign and native shipping, and no word of warning as to its approach had been given by the Observatory. Nor is any description of that or other storms given in the annual report for the year in question. It is certainly unfortunate for the reputation of the Observatory that on the one occasion when Manila was unable to give information concerning the approach of a storm the local institution should have proved itself so incompetent to make an independent forecast.

In 1898 the Chamber of Commerce forwarded to the Government a recommendation signed by all the principal shipping offices to the effect that a committee should be appointed to enquire into the system adopted at the Observatory of issuing meteorological reports and furnishing weather forecasts. The Chamber supported the recommendation, remarking that the value to a community largely interested in shipping, and

also to the native boat population, of early information regarding atmospheric disturbance and the probable course of typhoons forming in the neighbourhood, could scarcely be over-estimated. As Manila, from its situation, must in almost every case have information of the formation and probable course of typhoons some days before the Hongkong Observatory the opinion expressed by the Chamber of Commerce on that occasion might be applied equally to the undesirability of discontinuing the storm warnings from that station. As well might the English meteorological authorities try to dispense with information telegraphed from America; which information is in point of fact the most material element on which their forecasts are based.

The Government acceded to the request of the shipping community and appointed a committee, with Dr. DOEBERCK as the chairman, but owing to the impracticability of that gentleman the committee resigned without having arrived at any definite result. The members of the committee, in addition to the chairman, were Captain A. W. MILLAR, R.N., Captain A. T. TILLOTSON, and Captain F. D. GODDARD. These gentlemen desired to add two more to their number, and in forwarding their recommendation to the Government Dr. DOEBERCK wrote:—"I would venture to call His Excellency's attention to the fact that I do not know any precedent for appointing anybody on such a committee except meteorologists. On the present committee meteorology is represented by myself only, and there are three nautical gentlemen who are not acquainted with the subject." Captain G. C. ANDERSON subsequently joined the committee. On the members learning, however, of the terms in which they had been referred to the Chairman they naturally took exception thereto, and this it was that led to the break-up of the enquiry. In forwarding the resignations to the Government Dr. DOEBERCK said:—"That the members knew nothing of the subject was proved by the fact that they did not finish the Committee and agree to a report in one sitting, as a committee consisting of meteorologists would have been able to do. I was obliged to enter into rudimentary explanations to enable them to understand the first principles of issuing weather 'forecasts'. The members in a joint letter to the Government took exception to this statement. Then Dr. DOEBERCK did enter into rudimentary explanations, they said, was undeniable, "but it was not by our wish or desire, and he was frequently assured by myself that it was unnecessary, as not only we, but most shipowners and nautical men were well acquainted with these principles. Assuming, however, his prologue as Chairman of the Committee the rudiments were carefully expounded before Dr. DOEBERCK could be induced to proceed to more weighty matters." Taken in connection with his recent attack upon the Manila Observatory the expressions made use of by Dr. DOEBERCK to the compensation committee were as follows:—"We trust this autumn they would have an opportunity of trying to back their flag, which had gone to Hongkong. We wished to take advantage of the occasion to do their best thanks to Mr. Gumpert for his exertions and excellent work of the grand detail during the visit of the Hongkong team. (Hear, hear.) The whole thing was very well done, and everything went in a first-class manner. In conclusion he expressed the Club's deep sorrow at the loss sustained in the death of Mr. Darby."

In the House of Commons on the 29th February, Sir J. W. Steward asked the Under-Secretary for Foreign Affairs if anything satisfactory had resulted from the negotiations between Her Majesty's Minister at Peking and the Chinese Government for the lessening of British lives in the Kowshing during the Chinese war, and if these negotiations were still proceeding; and if he would inform the House the reason for this prolonged delay in settling the compensation. Mr. Brodrick—This question was raised by the Chinese Ambassador, and he had no objection to it. The Chinese Ambassador, the members were sorry to learn, had at once handed him his patent log book, and he had been promptly handed in. Apparently no notice had been taken of the Chinese steamer, but the latter came up to the *Elba* and was fired across her bows, and the *Elba* consequently steamed off, whereupon the bridge shot out broken English. "Skipper, where your flag?" The Chinese colours were then run up and quickly hauled down.—N. C. Daily News.

At the annual meeting of the Shanghai Cricket Club held on the 24th March, the chairman, Mr. J. W. Scott, in the course of his speech, said:—"I would like to call the attention of the members to the visit of the Chinese Ambassador, the members were sorry to learn, had at once handed him his patent log book, and he had been promptly handed in. Apparently no notice had been taken of the Chinese steamer, but the latter came up to the *Elba* and was fired across her bows, and the *Elba* consequently steamed off, whereupon the bridge shot out broken English. "Skipper, where your flag?" The Chinese colours were then run up and quickly hauled down.—N. C. Daily News.

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SUPREME COURT.

27th March.

IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARBINGTON (CHIEF JUDGE).

TANG YAO-MU BY HIS NEXT FRIEND TANG CHANG SHU, PLAINTIFF IN CHIEF, SHERIFF OF KOWLOON, DEFENDANT ON THE PART OF TANG LOOK, DECEDATED, AND TANG KAM SHU, EXECUTOR OF THE ESTATE OF TANG TUNG SHENG, DECEASED, DEFENDANT.

Mr. FRANCIS C. INGRAM, instructed by Mr. Holmes, Mr. Pollock, and Hastings, for Tang Kan Shu, instructed by Mr. Evans, for Tang Loek, deceased, and Mr. Hastings, for the administrator (Mr. Mr. Holmes) of Tang Kam Shu.

His Lordship gave judgment as follows:

In this cause the parties interested in the subject-matter of the suit, with a view to putting an end to a protracted and expensive litigation, came to an arrangement for the settlement of all disputes as to the distribution of the estate of Tang Lok, deceased, and for the division of his estate amongst themselves, after the payment of specified sums of money to each of the parties. The arrangement was embodied in an agreement in writing, bearing date the 10th January, 1898. One of the items of this agreement was, on the ultimate division of the estate, the infant plaintiff's share of the estate to be assigned to the said Tang Chang Shu, upon trust for the said Tang Yang Muang. This agreement was brought before the Court on the 1st January, 1898, and the Court, after hearing the arguments of the parties, approved of the arrangement, and ordered that the sum should be paid to the plaintiff, and the division of the estate be made according to the arrangement made under the order of the Court.

The case came before the Court on the 1st January, 1898, and the parties agreed to have the charge of the estate of Tang Lok, deceased, and the administration of the same given to the plaintiff, and that the plaintiff should be entitled to retain the share of the estate of Tang Lok, deceased, and the division of the estate be made according to the arrangement made under the order of the Court.

The case came before the Court on the 1st January, 1898, and the parties agreed to have the charge of the estate of Tang Lok, deceased, and the administration of the same given to the plaintiff, and that the plaintiff should be entitled to retain the share of the estate of Tang Lok, deceased, and the division of the estate be made according to the arrangement made under the order of the Court.

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FOR SALE

ROBINSON PIANO CO.

HIGH CLASS PIANOS

for HIRE or EASY PAYMENTS.

THE ONLY FIRM DEVOTED ENTIRELY TO MUSIC TRADE

1894

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

A Guide to Manila and the Philippines
with Spanish Vocabulary ... \$1.00
Year Book of Treatment, 1898 ... 4.50
Jinrikisha Days in Japan, by Sodiro ... 4.50

Flask Lights on Nature, by Grant Allen ... 1.50
Haydn's Dictionary of Dates-to date ... 13.00
Spanish without a Master ... 1.00

Read's New Guide Book and Key ... 5.75
Strength by Salter ... 1.50

Cook by Whyte-Melville ... 1.50
Katerfelds, by Elton ... 1.50
Unseen Hand, by Leach ... 1.50

The Admiral, by Douglas Sladen ... each
Name, by Mulholland ... 1.50

Pear's Encyclopedia ... 0.50
Pear's Encyclopedias ... 9.00

New Far East, by Dwyer ... 9.00

QUEEN'S ROAD, Hongkong. [30]

AMERICAN TOBACCO,

TWO SEAS AROMATIC,

CUT PLUG

In 16 Jars ... 75 cents.

Golden Square Mixture ... 4 ozs. 60 cents.

Richmond Club ... 60 "

Raleigh Cut Plug ... 60 "

English Bird's Eye ... 60 "

Also

NEW STOCK

EGYPTIAN CIGARETTES

Sultans ... \$2.00 per 100

Pashes ... \$2.50 " 100

Hongkong. [30]

MONTHLY PAYMENTS.

LANE, CRAWFORD & CO. [4-76]

DE KNOOR'S ANTIPYRINE

Patented - LION BRAND

in Powder and Crystals, also in Drops of 5 grains,
easily soluble in Water, Wine, etc.
FEVER, RHEUMATIC & NEURALGIC
AFFECTIONS
NERVOUS AFFECTIONS.

ARGONIN.

(REGISTERED TRADE MARK)

SOLUBLE CASING-SILVER PRE-
PARATION.

Used in Gonorrhœa in 1 to 2 per cent. solu-
tions possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.

It is requested that the directions of the
box for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & CO.

BEWARE OF SPURIOUS IMITATIONS

[333]

FOR SALE.

ONE 15ft. sail SAILING SKIFF fitted with

seats board complete with sails and oars.

Inspection invited.

Apply to Ward Room Officers, H.M.S.

Narrows, between 9.30 and 11 A.M. Bay day.

Hongkong, 23rd March, 1898. [332]

FOR SALE.

WHOLESALE PRICES

LADIES' & GENTLEMEN'S BICYCLES,

SEWING MACHINES.

Apply to W. G. HUMPHREYS & CO.,

Bank Buildings, Hongkong, 14th March, 1898. [749]

TO BE SOLD

BY PRIVATE CONTRACT.

THE GOOD BRITISH STEAMER

"PRO PONTIS"

... 100 ft. long.

Staunch and strong ready for immediate

work.

For further Particulars, apply to

MEUNG SING STEAMBOAT CO. LTD.

114, Praya Central

STEAMER FOR SALE.

INSTRUCTIONS have been received from

Messa. KAM KEE EMILE to effect the

sale of the late French Mail Steamer named the

GOD FRÈRE, which recently arrived

from Saigon, Singapore and Java.

Speed 14 knots an hour, length 310 feet, beam 32.5

feet, draught at the bow 15.5 feet and at the

stern 20 feet, measuring 1,432 tons with 14 st.

containing twenty eight beds, 12 second, con-

taining forty one beds, and 2 third, containing

twenty two beds, passengers accommodation.

The engines are excellent and the ship is beauti-

fully built.

The other French mail steamer. She will be

despatched from Saigon for this colony on the

21st March for inspection.

Further Particulars and Conditions of Sale

may be obtained from

MAN SANG,

72 PEYA WEST,

AND LI-HEW WUN, TUNG KEE,

118, WING LOK STREET,

Hongkong, 17th March, 1898. [773]

CAEMICHAEL & BARLOW,

Consulting Engineers and Surveyors,

18, PEYA CENTRAL and 3, DOUGLAS LANE,

NEW AND SECOND HAND LAUNCHES

FOR SALE.

DESIGNS and Specifications for all classes

of Steamships; Launches for a speciality.

New work and repairs supervised.

Telegrams, "CAEMICHAEL" Hongkong.

Telephone, No. 11.

H. B. CAEMICHAEL.

H. B. J. BARLOW.

Hongkong, 10th December, 1898. [1203]

FOR SALE.

C. H. A. HEIDSIECK'S

CHAMPAGNE, 1888 WHITE SEAL

\$88.00 ... per case of 12 dozen quarts.

\$40.00 ... per case of 2 dozen pints.

E. D. K. REES MANN & CO.'S

RED AND WHITE

BORDEAUX WINES.

C. G. H. B. H. C. O. C. O.

BOTTLED ALE & STOUT

SIEMSEN & CO.

Hongkong, 2nd March, 1898. [333]

RUINART: PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPIERS.

Ship only the Finest Quality

Extra Dry (Green Seal).

LAUTÉ, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1898. [1104]

NOTICE OF FIRM.

THE Undersigned have this Day opened

the premises at 43A, QUEEN'S ROAD

EAST as a CYCLE EMPORIUM and beg to

sollicit the patronage of the public of Hong

kong. A first-class selection of CYCLES

(Ladies' and Gentlemen's) is on view and inspection

is freely invited. Repairs undertaken and

accessories supplied.

MCKIRDY & CO.,

Cycle Agents.

Hongkong, 20th September, 1898. [866]

FOR 10 DAYS ONLY.

No professional connection with anyone!

Hongkong, 24th March, 1898. [843]

THE above Authentic Certificates, with 10,000

more, may be seen at his Consulting Rooms,

3, DUDDLES STREET, Hongkong.

1898.

A. B. HINDE, A. M. S.

Surg. Capt. A. M. S.

(From Captain Kirby, School of Musketry,

Ballygunny.

Mr. A. Schlosser, Chiropractor, comes as a

blessing to man.

(Sd.) H. J. KING.

(From Dr. Anderson, Chief Civil Surgeon,

Simla).

Dr. M. A. Schlosser has extracted 3 bones

from my feet, one of which had

been protruding for many years.

He extracted the bone literally without pain.

I can highly recommend him.

(Sd.) ROB. J. LANGFORD.

(From Rev. R. J. Langford, Chaplain,

Lucknow).

Dr. M. A. Schlosser operated on 2 bones of

the sole of my wife's foot, one of which had

been protruding for many years. He extracted the bone literally without pain.

I can highly recommend him.

(Sd.) ROB. J. LANGFORD.

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1898.

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

PEMMI MARU. THURSDAY ISLAND, TOWNSVILLE. FRIDAY, 7th April.

S. Hillcoat. BRISBANE, SYDNEY, and MEL. at 4 P.M.

BOURKE.

MANAZU MARU. MAISAILLES, LONDON, ANTWERP, & BELGIUM VIA SINGAPORE, PE. SUNDAY, 9th April.

J. Masuda. MANO, COLOMBO, and PORT SAID.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GAZETTE NORTHERN RAILWAY and Atlantic Steamer.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

(A. S. MIHARA Manager)

Hongkong, 25th March, 1893.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

STEAMER Tons. Captain. Proposed Sailing. STEAMER Tons. Captain. Proposed Sailing. STEAMER Tons. Captain. Proposed Sailing.

OLYMPIA ... 3,837 J. Trumbidge ... April 1 COLUMBIA ... 3,677 T. H. Dobson ... April 15 VICTORIA ... 3,592 J. Pantin ... April 23 MONTEREY ... 2,874 W. A. Evans ... May 6 TACOMA ... 3,811 A. Dixon ... May 13 LENOX ... 3,675 J. C. Williamson ... June 8 GLENCOLE ... 3,750 J. McGillivray ... May 30 COLUMBIA ... 2,975 T. H. Dobson ... July 8

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON. £47.

Excellent accommodation. First class Table, DOCTOR and STEWARD carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK. \$41. The rail-road travelling is second to none in the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, or PORTLAND, \$23.

The cost roads to the KLDONKY GOLD FIELDS. Frequent Sailings from Victoria, TACOMA and PORTLAND to DERA and St. MICHAEL.

Rates of Passage to other Points as application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. for Goods forwarded to that port, and to the Freight Agent, Oregon Railway and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Offices (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED

General Agents.

Hongkong, 25th March, 1893.

NORDDEUTSCHE LLOYD HAMBURG-AMERIKA LINIE. (Freight Service). (EAST ASIATIC SERVICE).

Taking Care at through rates to AMSTERDAM, ROTTERDAM, LISBON, PORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

a.s. WITTENBERG. HARVE, HAMBURG/BREMEN. 29th Freight. Capt. Madsen. (London with transhipment in Hamburg) March. 1893.

a.s. SUEVIA. HARVE, AMS'DAM, H'BURG/BREMEN. 30th Freight. Capt. Peacock. (London with transhipment in Hamburg) March. 1893.

a.s. NURNBERG. HARVE, AMS'DAM, H'BURG/BREMEN. About 15th Freight. Capt. v. Bieler. (London with transhipment in Hamburg) April. 1893.

a.s. BABELSBERG. HARVE, H'BURG/BREMEN. About 25th Freight and Passage. Capt. Pfaff. (London with transhipment in Hamburg) April. 1893.

a.s. SERBIA. HARVE, HAMBURG/BREMEN. About 30th Freight. Capt. Ostermann. (London with transhipment in Hamburg) April. 1893.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Surgeon.

Calling at Naples for passengers only, if sufficient indument offers.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

Hongkong, 28th March, 1893.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPIRE OF CHINA... Comdr. A. Archibald, R.N.R. ... WEDNESDAY, 5th April, 1893.

EMPIRE OF INDIA... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 23rd April, 1893.

EMPIRE OF JAPAN... Comdr. G. A. Lee, R.N.R. ... WEDNESDAY, 17th May, 1893.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection of Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and crosses the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and to Europe make via the ATLANTIC RAILWAYS and the various connecting STEAMERS.

Passenger tickets granted to England, France and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Consuls, Commercial and Civil Services to European officials in service of China and Japan, and to Government officials and their families.

Passenger who have paid full fare, re-embarking at San Francisco for China, Japan, Korea, India, Australia, etc., will be allowed discount of 10 per cent. This allowance does not apply to fares from China and Japan to Europe.

Passenger tickets granted to the Southern Pacific, Denver and Rio Grande, Union Pacific and Rio Grande, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Passenger holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY or payment of £1 in addition to the regular tariff rate.

Passenger holding orders for OCEAN LAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Passenger holding orders for OCEAN LAND CITIES in the United States have between San Francisco and Atlantic and Inland Cities of the United States, via Overland Railway, and from Chicago to destination the choice of direct lines.

Passenger holding orders for OCEAN LAND CITIES in the United States have between San Francisco and Japan, and to ports in Mexico, Central and South America, by the Company's agents and connecting steamers.

Particulars of the various routes can be had on application.

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Passenger tickets granted to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

a.s. (DIRECTOR) M. A. W. Waddington, R.N.R. ... March. 1893.

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a.s. (DIRECTOR) H. A. RITCHIE, Superintendent.

Hongkong, 28th March, 1893.

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

PEMMI MARU. THURSDAY ISLAND, TOWNSVILLE. FRIDAY, 7th April.

S. Hillcoat. BRISBANE, SYDNEY, and MEL. at 4 P.M.

BOURKE.

BANAZU MARU. MAISAILLES, LONDON, ANTWERP, & BELGIUM VIA SINGAPORE, PE. SUNDAY, 9th April.

J. Masuda. MANO, COLOMBO, and PORT SAID.

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STRAITS INSURANCE COMPANY.

EXTRAORDINARY GENERAL MEETING.

On the 15th March an extraordinary general meeting was held at the Company's offices, Singapore. There were present:—Hon. T. C. Hoggarth (Chairman), Hon. G. S. Murray, Messrs. D. W. Lowell, T. S. Thomson, A. W. Stites and W. Naef (Directors), Mr. A. S. Murray (Secretary), Hon. J. Burkinshaw (Legal Adviser), Messrs. Thos. Scott, P. C. Hoynck van Papendrecht, Dr. Cheng Yan, A. R. Catto, M. Meyer, Lim Ho Pua, Way Koon Siu, Onk Tiang Soo, Ong Koon Choo, M. S. E. Angulius, and other shareholders.

The Chairman said the object for which this meeting had been called was fully explained in the circular letter addressed to the shareholders by the directors issued a month ago. So far, only two shareholders, holding between them 60 shares, had declared themselves as opposed to the resolutions which he was about to submit for their approval, while over 30 shareholders holding an aggregate of 4,000 shares had sent proxies to be used in support of these resolutions.

As explained in the circular they found that their underwriting for the years 1895/6/7 would entail, before these accounts were finally liquidated, the writing off as lost of half the paid-up capital of the Company.

If the resolutions about to be submitted were carried, a resolution providing for the writing down of the capital would be submitted to a special meeting of the Company to be convened on the 29th instant.

In order that the Company might carry on and compete successfully for the best class of marine insurance business, it was necessary that they should strengthen its financial position by adding to the paid-up capital an amount equal to that to be written off.

Their gross income, last year, amounted to very nearly one hundred thousand pounds, but the reduced limits upon which they had thought it necessary to work and the cautious policy pursued entailed the giving off of nearly £40,000 in reinsurance.

This same policy of cautious and restricted underwriting was answerable for the high ratio that the expenses bore to their premiums; but expenses were being curtailed, and with additional capital they would be able to resume underwriting on more liberal lines, so that expenses would bear a more reasonable proportion to their income.

They expected to be able to place a considerable portion of the new capital in London, but the first offer of the new issue would of course be given to present shareholders.

It was hoped that they would subscribe liberally. They had in the past had periods of ill-fortune and good fortune alternately, and after three years of unprofitable trading they might now reasonably look for a favourable chance.

The utmost care was being given to the selection of business and if more profitable times were really in store for marine insurance companies they would share in these; and if the bad times continued, following their present policy and with a restricted account, they would not be any worse off at the end of another year than they were now.

No questions being asked, the Chairman proposed, seconded by Mr. Naef, the following resolution:—“That the capital of the Company be increased by the creation of 30,000 new shares of £10 each. That the new shares be called preference shares and that every holder thereof shall be entitled to be paid a cumulative preferential dividend of a sum in dollars which at the rate of exchange at Singapore at the date of such payment is equal to one shilling and three pence sterling per annum, or such other amount as the Directors shall when issuing such shares decide in respect of the preference shares held by such holders which shall have been fully paid up. That in the event of the Company being wound up, the holders of the said preference shares shall be entitled to have the surplus assets of the Company applied and paid, firstly, in paying to every holder of preference shares a sum in dollars which at the rate of exchange in Singapore at the date of such payment is equal to one pound sterling in respect of every preference share held by such holder which shall have been fully paid up, and secondly in paying off the arrears (if any) of the preferential dividend aforesaid to the commencement of the winding up.”

Mr. Thomas Scott said that he wished to propose an amendment. There was much room for criticism in the resolution just read also in the remarks made by the Chairman. As he had many friends on the Board he did not wish to take up that attitude, but might say, however, that the closing remarks by the Chairman afforded ground for what he was about to say.

They all knew that the position of the Company was extremely bad, and he therefore proposed that the Directors be instructed to wind up the Company in the most prompt and economical manner they could devise.

On being put to the meeting, the amendment was lost by 10 votes to 8.

Mr. Scott then requested that a poll might be taken.

The Secretary replied that it was necessary that three members should make a demand for a poll before it could be granted.

Mr. Scott's proposal on being put to the shareholders was not supported.

The Hon. G. S. Murray remarked that the directors would like to support Mr. Scott in demanding a vote.

Mr. Scott replied that he did not wish to put the proposal forward now, as he was of opinion it was too late.

The resolution proposed by the Chairman was passed by twelve votes to six.

The Chairman then proposed the following resolution:—“That the Article numbered 88 of the Articles of Association of the Company be altered by the addition thereto at the end thereof of the following words:—“The preceding words of this clause shall not be applicable to shares issued after the first day of March, 1898. Votes in respect of such last mentioned shares may be given either personally or by proxy without regard to the length of time that the holders thereof have been registered as proprietors thereof.”

This was seconded by Mr. W. Naef and carried.

After a vote of thanks had been accorded to the Chairman, on the motion of Mr. T. Scott, the meeting terminated.—*Straits Times*.

THE "ARCHEE'S" MISSION.

POSITION IN PALAWAN.

HAULING DOWN THE BRITISH FLAG.

Singapore, 15th March. H.M.S. *Archer*, which it will be remembered left Singapore suddenly early on the morning of Sunday, Feb. 28th, under sealed orders, returned yesterday afternoon and anchored in the roads. There was a general belief when the ship sailed that her destination was the island of Palawan where, it was thought, there might have been some native disturbance.

That belief has been confirmed, since it appears that the *Archer* went direct to Palawan. Her orders were received from home by telegraph, and they were that she was to proceed as quickly as possible to that island where, it was stated, the British flag had been hoisted by the natives. The *Archer*'s mission was to haul it down. On arriving off a small settlement on the Palawan coast, the British red ensign was seen to be flying; and the ship had not been at anchor any length of time before several Filipinos came aboard and had an interview with Commander Dare. He informed them that he had been instructed to take the flag down, and that it would be his duty to do so. Some palaver ensued, in the course of which it became apparent that the inhabitants of the town had hoisted the British flag because they thought it might afford them protection from bands of brigands who were encamped in the hills inland, and who had been repeatedly firing on the inhabitants and creating general havoc. The Filipino deputation made it clear they had not heard that the island of Palawan had been ceded by Spain to the United States, and they accordingly promised that the flag should be lowered.

When they had returned to the shore, the ensign was immediately lowered and the *Archer*'s work was accomplished. The brigands who held the hills at the rear of the settlement were said to have caused the inhabitants a great deal of annoyance; but their depredations had been considerably lessened since the British ensign was hoisted. It was noticed that when the *Archer* anchored they hastily retired; and during the few days the *Archer* remained there no trouble was experienced from them. When the cruiser left there was no trouble. The only inhabitants were natives; there was no European in the place. The *Archer* put in at Labuan, on the 10th inst., on her way back and brought on from that port one bag of mails for London and a bag of mails for Singapore. She went alongside Tanjong Pagar this morning to coal, preparatory to leaving for home on Sunday. Had the *Brisk* arrived from England a day or so earlier than she did, she would, it is stated, have gone to Palawan instead of the *Archer*.

The *Imperialist*, we understand, stays here until the arrival of the newly commissioned *Orlando* and *Admiral*, which are not expected for two or three weeks yet.—*Straits Times*.

THE FRENCH MAIL.

The M. M. steamer *Ernest Simon*, with the French mail of the 24th February, arrived yesterday. The following telegrams are from the *Times of Ceylon*:

THE NAVY ESTIMATES.—WEIHAIWEI TO BE FORTIFIED.

London, 9th March. In the House of Commons to-night, Mr. Goschen introduced the Naval Estimates. The total expenditure is set down at £26,594,500, and provision is made for increasing the strength of the Navy by 4,250 more men. The new shipbuilding programme provides for the construction of two ironclads, two battleships, two armoured cruisers, and three smaller cruisers which are to be very fast.

It is intended to expend £1,300,000 upon Weihaiwei, and £1,500,000 next year, as this station will be of great importance in the event of any operations in the China seas.

In presenting the estimates to the House, Mr. Goschen said that if the other Powers at the forthcoming International Peace Conference proposed to diminish their shipbuilding programmes, England would modify hers.

London, 10th March.

A corrected statement of the Naval Estimates, introduced in the House of Commons by Mr. Goschen yesterday, omits the two battleships mentioned in the shipbuilding programme, and the sum to be expended on Weihaiwei is not specified, the figures cabled in connection therewith applying to the expenditure under the Naval Works Bills. It is intended to make Weihaiwei a secondary naval base, with adequate fortifications, coal stores, and small repair shops.

KIPLING KEPT IGNORANT OF HIS DAUGHTER'S DEATH.—THE KAISER'S TELEGRAM TO THE PATIENT'S WIFE.

London, 8th March. Rudyard Kipling is ignorant of his daughter Josephine's death. His wife re-assures the patient at every enquiry; and has implored the American papers to keep silent. Mrs. Kipling arranged the funeral last night, when the remains were cremated with the strictest privacy.

The Kaiser's telegram to Mrs. Kipling was worded as follows:—“As enthusiastic admirer of unrivalled books of your husband most anxious for news of his health. God grant he may be spared to you, and to all who are thankful for soul-stirring way he has sung deeds of our great common race.”

The press in New York regard the message as designed to gratify America.

IMPORTANT RECONSSION FROM THE CONSERVATIVE PARTY.

London, 9th March. Lord Clarendon Hamilton has withdrawn from the Ministerialists on account of the Government's home policy. He characterises the Conservatives as a flabby party, like a Trades Union, afraid to call their souls their own; and instances their attitude in regard to vaccination.

DR. BOYD'S DEATH.

London, 8th March. Dr. Boyd, of St. Andrews, has died from the results of a dose of carbolic acid, self administered, by mistake for medicine. At the inquest the jury returned a verdict of death by misadventure.

DEATH OF MR. JOHN COOK.

London, 8th March. Mr. John Cook, head of the great Tourist firm, is dead.

THREATENED STRIKE IN THE LANCSHIRE-COTTON MILLS.

London, 12th March. The ballot of the Lancashire cotton operatives is overwhelmingly in favour of a strike in the event of an advance of wages being refused.

RUGBY FOOTBALL: SCOTLAND BEATS ENGLAND.

London, 12th March. The International Rugby Match—Scotland v. England—has resulted in a victory for Scotland by one goal to nil.

HEAVY MORTALITY IN BOMBAY.

Bombay, 7th March.

The total mortality in Bombay city last week was 2,431—an increase of 182 over that of the previous week. The Plague deaths were officially returned at 1,068, but are probably over 1,800, as the defective system of registration of the cause of death renders the official Plague returns unreliable, many Plague cases being concealed.

The exodus of both the wealthy and artisan classes continues; but the population remains quiet, and the modified restrictions imposed by Government do not occasion serious discontent.

The Plague Commission is continuing its investigations here.

THE PLAGUE MINING GROUND IN CALCUTTA.

Calcutta, 13th March.

The general mortality in Calcutta took a startling turn for the worse on Saturday, when the total number of deaths was one hundred against a quinquennial average of seventy-eight. The number of Plague seizures was sixteen, and the deaths thirteen.

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